

LEGISLATIVE NOTES.

The New Bill for the Regulation of Private Banks.

Abolition Attempt to Call on the General Appropriation Bill—Other Notes.

The House and Senate were both in session last night.

A motion to consider the Specific Appropriation bill in the House yesterday was laid on the table.

The House yesterday passed the Free Gravel Road bill, and also the bill for the suppression of immoral literature.

The Senate last night passed the bill appropriating \$10,000 to the State University to repair the loss occasioned by the fire.

The joint resolution for an amendment to the Constitution, abolishing the contract system of convict labor, was yesterday concurred in by the Senate.

The Congressional and Legislative Appropriation bills were passed by the Senate yesterday afternoon, after discussion which lasted something more than two hours.

It is generally understood that the employees of the House and Senate will not file a written protest against an extra session, and any one hearing such a rumor is authorized to give it the lie.

Petitions were presented in the House yesterday from seventy counties of the State, and signed by 8,000 persons, asking for the passage of the Militia bill, which will come up on a third reading to-day.

A resolution was passed by the House last night to amend the Constitution, making the general term of the Legislature one hundred days, and the special terms fifty days. The resolution was passed almost unanimously, the vote being 12 to 2.

Senator Campbell's bill to give the Circuit and Supreme Courts jurisdiction of claims against the State was defeated in the Senate yesterday. It was discussed at considerable length, the main objection being that it would flood the Supreme Court with cases and still further overburden it.

A resolution will be introduced in the House to-day in behalf of the Society of Friends of this State, asking Congress to pass the Evans bill, providing for an international tribunal, for the settlement of all differences between nations, and authorizing the Government to invite other countries to send representatives to such a convention.

An attempt was made in the House yesterday to call up the Appropriation bill, but the Republicans voted solidly, with a few of the Democrats, and the motion failed to pass. If the Appropriation bill does not pass, the Republicans will be equally responsible with the Democrats for the failure. The failure to pass the bill will make an extra session almost a necessity.

The bill of Representative Reeves concerning the publication of Supreme Court reports and reducing the compensation of the reporter to \$1,000 per annum, was called up in the House yesterday and led to a long discussion. Mr. Reeves spoke in favor of the bill, claiming that its passage would save the State at least \$5,000 a year. The measure failed to pass.

Mr. Loyd made an effort to suspend the rules, yesterday, and pass the bill providing for a reorganization of the Knightstown Benevolent Institutions, giving the Governor the power of removing or appointing Trustees. He said that it would be an everlasting disgrace to the State if this Legislature should adjourn without passing this bill, but his motion to take up the bill was defeated—aye, 53; nays, 27.

The House Committee on Banks and Banking have reported a bill for the regulation of private banking. It provides that in each county where there is one or more private banks, the Judge of the Circuit Court shall appoint an Examiner, who shall make at least three examinations of each bank a year, and report the results thereof to the court, who may order a publication of it in a paper of general circulation. On the other hand, the bank is required to publish at least three times a year a report of its condition, containing a detailed statement of assets and liabilities, and the names of the owners and each person in the concern. For such service the Examiner is to receive a compensation of \$15 for each examination of each bank, and heavy penalties are provided for a violation of the act.

RAILWAY NEWS.

Reduction in the Wages of the Employees of the Vandavia Shpps—Other Items of Interest to Local Railroad Men.

The Bee Line annual will be held at Cleveland to-day.

The O. and M. will begin the erection of a new round-house, at Seymour, this spring.

The Western Passenger Association will meet in this city on Tuesday, to revise the passenger tariff rates.

There will be a meeting of the general managers of the Union Company to decide upon a location for the new depot.

"It begins to look," said a prominent railroad man yesterday, "as if no railroad commission was to be created in Indiana this year."

The Wabash has not yet become a member of the Chicago and Ohio River pool. It was said some time ago that this road would be admitted about March 1.

Superintendent Ewan, of the Bee Line, says that Jesse Gray, the I. and St. L. conductor, is not dead as was reported. He has been suffering from a paralytic stroke.

The railway periodicals are still howling. "The fast freight lines must go," and the fast freight lines are enjoying it all and doing plenty of business "all summer."

It is very well understood in railroad circles that as soon as the city of Cincinnati furnishes the Cincinnati Southern Road with terminal facilities that line will change its present gauge to the standard. The official says that a change of gauge is what the road needs, and that as soon as the change occurs the entire system will be greatly benefited.

Pursuant to the new plan contemplated by the management of altering the shape of the smoke stack of all engines on the Union Pacific, a few straight stacks have been put on trial. From present observations it is difficult to determine whether the project will be generally adopted. The straight stacks offer too ready vent for some grades of heavy coal, whereas the screens of the large funnel-shaped stacks stop the smoke and the

fuel. These experiments are all in the line of the attempted solution of the great soot consumption problem, which has so far stumped mechanical genius.

Notice is given by the Burlington Road that tickets of its issue, good over the New York Central Road, Nos. 2,815 to 2,830 inclusive, have been stolen from its Hamilton office, and that conductors should refuse to honor them.

Work on the Lafayette, Burlington and Western will be resumed this week in the event that the thaw continues. This road will be finished before summer and promises to be one of the most important lines in Northern Indiana, passing through, as it does, some of the richest mining country in the State, and making direct connection for Chicago, where it will find a ready market for its coal.

The Vandavia has suffered very little this winter from accidents, notwithstanding the fact that some of its divisions have been exposed to very severe weather. The greatest damage to its rolling stock has been a broken crank, and of the 113 locomotives operating on the road, only three are at present in the shops. Colonel Hill says he can not remember within two years when the Vandavia had a single car off the track.

A large number of Western railroads are beginning to use spark arresters on their locomotives, and it is certainly a very useful little invention. The Vandavia was probably one of the first of the Indianapolis roads to begin using arresters on its engines, and it has been a long time since they adopted the Hunter permanently, which was invented by an enterprising young man of Terre Haute, whose name it bears.

The proposition of the Pennsylvania Company to donate to the city a strip of land near the J. M. and I. tracks in the southern part of the city in order that the latter may extend a certain street, is a fair one, although the local government does not see it in the light of a donation, and the company asks that it be released from the payment of all taxes on the same, and on this one point the two can not agree.

A railroad man well acquainted with President Mackey, of the Evansville and Terre Haute, says that under his management the Terre Haute and Southeastern will develop into a paying property, for this careful and cautious financier will inaugurate a policy of retrenchment that can not but benefit the road. It is not Mr. Mackey's intention to cut down the wages of his men, but he will reduce expenses in every other conceivable way and finally place the T. H. and S. E. on a sound paying basis.

The following order is said to have been issued by the West Shore recently: "To Agents: Whenever you have any knowledge of a wreck on the New York Central Railroad in your immediate vicinity, you will please get all the particulars in relation thereto and send me a report of the same by first mail. You will please consider this circular confidential." As this is the very defense of which the New York Central was so proud not long since, the story may have been originally by that road.

Rumors have lately been rife that the New York Central Railroad Company has got control of the West Shore Railway, and that at a cessation of the war between the two concerns may be looked for at any moment. That something of the kind will happen some day within the next two or three years is as certain as that we shall have summer and winter during that period, but of the precise time and manner of its happening we believe that nobody, not even William H. Vanderbilt, can speak with confidence.

Quite a number of men employed in the Vandavia shops went to work at a reduction yesterday morning. The reduction is from five cents to twenty-five cents a day, all owing to the class of workmen and the wages received heretofore. Mr. Prescott states that at an "evening up" in the various departments, and in not confined to the shops alone, but is made all along the line. The employees take the reduction in good part and are all at work. Nine hours constitute a day's work in the shops at present.

The passenger representatives of some of the foreign roads who have been dealing with Indianapolis scalpers, it seems, are not pressing forward with great alacrity to assist in local agents in maintaining rates. According to all reports they have paid very little attention to the heart-rending letters from Indianapolis agents requesting them to discontinue the practice of paying scalp commissions and are at it as bad as ever. The local agents will be compelled to take other steps if they would have their efforts to suppress the scalpers attended with success.

Freight rates have been slightly reduced on the Terre Haute and Southeastern since President Mackey assumed control. For instance, the first-class rate to Clay City has been cut down from twenty-eight to twenty-six cents. The towns all along the line pay higher rates than Northampton, which is at the extreme end. The rates to Northampton are: First class, eighteen cents; second, seventeen; third, fifteen; fourth, thirteen; and fifth, eleven cents. This is done to meet the rate of the I. and V. from this city, so that Terre Haute merchants may labor under no disadvantage in competition.

The Western Association of passenger and tickets agents was in session all day yesterday in room 80 Bates House. S. M. Miller, General Passenger Agent of the P. and E., and E. C. Wabash, while W. H. King, of the C. and W. B. is Secretary. The meeting was called for the purpose of correcting various irregularities and making necessary changes in the rate sheet which the meeting spent the entire day in doing. Another meeting will be held to-day, when the General Passenger Agents will be present and much important business transacted. The following lines are represented: Illinois Central, A. J. and F. W. Harlow; C. I. St. L. and C. O. Tangleman; Vandavia, George Chesbrough; Bee Line, C. A. Carriers; L. E. and St. L. J. A. Jones; C. B. and C. H. Grant; Wabash, C. W. Ostin; L. S. and M. S. C. W. Fuller; L. E. and W. G. W. Smith; B. and O. J. C. Lanous; C. W. and B. W. H. King; P. D. and E. S. Miller, Penn. Co.; R. A. Lipp; J. M. and I. H. R. Dering.

United States Official Postal Guide contains a list of all Postoffices in the United States, money order offices, domestic and international rates of postage, foreign and domestic railroads, of the Postoffice Department, etc., etc. The only official book published. Price, \$1; cloth, \$1.50. For sale by Joe Downey, letter carrier.

Mr. CLEVELAND's recently-expressed opinion that "frequent change of administration is as necessary as constant recurrence to the popular will" is interpreted by Democrats as a "not too frequent, but just frequent enough"—about once in twenty-five years, the Sun puts it. That depends upon how the party in charge of the Government behaves. Four years of one sort of Democracy, five of that in the present House, for example—would be at least three years too much. —Boston Herald (Ind.)

OVER THE HILLS TO THE POOR-HOUSE.

The Swiss Bell-Ringers Lodged in a Syracuse Almshouse.

(Syracuse Letter to Philadelphia Times.) Mr. and Mrs. William Peak, the seniors of the once famous Swiss family of bell-ringers, are inmates of the Cortland County Poor-house, near Homer. Mr. Peak is seventy-five years old. "It is hard to be here," she said to a reporter who discovered her, "but we are warmly clad, have passably beds and sleep on good feather beds. We are measurably happy even as we are, but we look for better days to come and we feel in our hearts that the God of the homeless and friendless will not desert us in our hour of need."

Mr. Peak is seventy-six years old, a little under medium size, with silvery locks falling in waves over his shoulders, and a fine countenance set off by a high and broad forehead. In chatting of the past the bell-ringers said that though they were native Americans they chose the title of the Swiss family for advertising purposes. Their home was in Medford, Mass. About forty years ago they went with John B. Gough to Eastport, Me., and while there heard the Swiss people were at P. T. Barnum. The Swiss people were anxious to return home, the climate having proved fatal to two of their number. Mr. Peak bought them out.

"After three months' practice," said Mrs. Peak, "Will had made himself master of the bell-ringing art and had also instructed the other members of our family. On our public appearance triumph after triumph followed in quick succession. Three of our children—William Henry, Fannie and Julia—went with us. About eighteen years ago we divided our forces. William Henry and Jerry went to the territory west of the Ohio and the rest of us playing in the Eastern and Southern States. Eddie and Lisetta played with us. Lisetta died in Cleveland in her youth and Eddie died at the age of twenty in Nevada. On a Western trip my husband discovered Sol Smith Russell. He came to us barefooted in Springfield, Ill., and asked the privilege of working for us. We adopted him into the troupe. He was nothing of a singer, but he more than made up by his genius for comedy."

William Henry Peak was, when the parents last heard from him, in Australia, where he was unsuccessful, with a large company on his hands. Fannie was married to John Fitch, a wealthy Southerner, who lost his property in the war and died soon after its close. After traveling with the family for some time Fannie settled in Jamestown, Dak., with her son and daughter, where she has an interest in a large hardware store and also in a lumber yard. Her parents have not heard from her in more than a year. Julia is in California, and she is now Mrs. William Blaisdell. She and her husband have a company of their own in the extreme West. During the past week Mrs. Peak received a letter from William Henry's wife, who lives at Niles, Mich. She begged her parents to make her home with her, but they will not do so, as they fear that her circumstances would not warrant the expense of their support.

Mr. Peak, in explaining his present destitution, said that in the days of his prosperity he lavished thousands on his children and spent a great deal in charity. In St. Paul, Minn., he lost \$25,000 in a gold speculation and also sank a large sum in a speculation at Pike's Peak in his mushroom days. Neither he nor his wife attaches any blame to their children for their present destitute circumstances. For the last few years the aged couple have appeared only in small places. They were stranded about the middle of last December in Jamestown, Pa., and were, as a last resort, obliged to appeal to the Superintendent of the Poor in Cortland County, where they had lived long enough to secure a residence. They reached the Poor House on New Year's Day. A movement is on foot for the removal of Mr. and Mrs. Peak to the Old Folks' Home at Elmira.

DANGERS OF THE DEEP.

A Month of Furious Gales—Huge Icebergs in Mid-Ocean.

(New York Herald.) The limited number of vessels that arrived in port yesterday caused much comment in shipping circles regarding the bad weather experienced on the Atlantic for nearly a month. "It must be set down," said an old Captain, "that since the steamer Alaska's rough usage during the latter part of January, there have been hard times on the ocean for all kinds of vessels. Gales, squalls, hurricanes, sleets, and icebergs, field ice and intensely cold weather have been the burden of the reports of the arrivals."

The week beginning January 25 marked the first of severe westerly gales, which day after day increased in violence. These were the steamer Claron, which sailed on the 22d ult. for Leith; Fernwood, 20th ult. for Avonmouth, and Preston, same date, for same place. They were "tramps," and loaded dangerously deep. What crippled the Alaska, battered the Servia, nearly wrecked the steamer Yesso, caused the steamer Benwell Tower to be abandoned and filled with dismay thousands of sturdy hearts, must have sunk the unfortunate freighters. First and last every arrival during the week ending the 31st ult. experienced the worst possible weather, and more than one wrecked crew was picked up and landed here by more fortunate vessels. The Benwell Tower was of 2,000 tons, and bound from Baltimore to Liverpool.

The following week, February 1 to 7, was but little better, and the week from the 8th to the 15th inst. was scarcely of improvement. Immense ice fields and icebergs, large and small, were also seen by steamers, and in several instances fog added to the general unpleasantness and danger. Two confused seas and hurricanes with a barometer, were experienced seemed an old story, but one or two mail steamers were so badly used that only a few of the large number of their passengers dared venture on deck during the run across. The week commencing the 16th inst. gave notice that the weather had moderated, but while the steamers bound west fared better than those of the previous week, many square riggers reported fresh gales, doing considerable damage.

The arrivals thus far this week also report bad weather, but it is severe than that of the preceding week of this month, though one or two instances vessels within fifty miles of Sandy Hook have been driven as far back as Hatteras. Owners, underwriters and all interested in clean traffic hope that the worst of the winter weather has passed, and that the regular steamers may from this time be made to make something like schedule time.

The steamship Westphalia, of the Hamburg-American Packet Company, arrived at her dock in Hoboken yesterday morning. She left Hamburg on the 13th of this month, having on board twelve cabin and 161 steerage passengers. The voyage was uneventful up to the 21st inst. About 3 o'clock in the morning of that day, in latitude 45 degrees 10 minutes north, longitude 47 degrees 18 minutes west, the ship passed a huge iceberg apparently about sixty feet in height. In latitude 41 degrees 38 minutes, longitude 45 degrees 22 minutes the ship passed another iceberg of gigantic dimensions.

"The steamer was plowing her way through a heavy snow squall when I first observed the second iceberg," said the officer to a Herald reporter yesterday. "It was about half a mile away and looked like a huge mountain. The snow was so thick we could not see it very plainly, but I was able to calculate the height at about 120 feet. There was a large body of ice around the berg, and that night we struck a terrific hurricane, the wind shifting right around the compass. We passed large fields of ice in latitude 41° 40 minutes, longitude 48° 23 minutes."

One of the sailors who saw the first iceberg said that it was shaped like a ball and towered way above the mast of the steamer. Considerable rough weather was experienced on the trip over, but the officers say there was no accident or other incident worthy of note.

The Louisville and Nashville issued the following circular to connecting lines last evening:

"To comply with a desire expressed by a number of correspondents that they be furnished with a ticket which will admit them to the New Orleans Exposition, and to induce increased numbers to visit said exposition, we have this day arranged to grant stop-overs on the going portion of the present exposition ticket, such stop over in no case to exceed ten days. There is no necessity for altering the tickets now on sale; the passengers who desire to stop over should notify the first conductor out of Cincinnati, Lexington, Louisville, Evansville, St. Louis, Montgomery or River Junction of this fact, and he will take up their going coupon and furnish them with a ticket which will admit them to the above stop over. The return portion of the ticket, when properly signed and stamped in New Orleans Exposition, must be used for a continuous passage, and no stop over on the return portion of the exposition ticket will be granted."

Referring to the above, I wish to call your attention to this fact: The Monon Route is the only line running Pullman Palace Sleepers from Chicago to Louisville and Cincinnati, making direct connection with the L. and N. Railroad for New Orleans, via Mammoth Cave and Mobile. For those holding tickets reading via Monon Route to Louisville or Cincinnati, and over the L. and N. or Cincinnati Southern Railways from either of those cities to the South, we will take pleasure in securing Sleeping Car berths through.

For books, pamphlets, descriptive matter, etc., call on or address any Agent of the Company, or

ROBERT EMMETT,
District Passenger Agent,
No. 26 South Illinois street, Indianapolis, Ind.

A Card.

To All Whom It May Concern: In justice to H. D. Stringer, I desire to say that the suit brought by myself and wife, February 23, 1885, against H. D. Stringer, has this day been dismissed at our cost, as I found everything exactly as represented by him. The suit was brought by us upon misrepresentations made to us by Mr. C. W. Hamilton, of Salem, Ill.

March 2, 1885.

Advice to Mothers.—MRS. WINSLOW'S SOOTHING SYRUP should always be used when children are cutting teeth. It relieves the little sufferer at once. It produces natural, quiet sleep, by relieving the child from pain, and the little cherub awakes as "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, relieves wind, regulates the bowels, and is the best known remedy for diarrhoea, whether arising from teething or other causes. Twenty-five cents a bottle.

SOCIETY NOTES.

MASONIC.—A. A. SCOTCH RITE—Initiation Consistory, S. R. R. 3, meeting this (Wednesday) evening at 8 o'clock, and continuing at 7 o'clock p. m. Work—Nineteenth to Thirty-second Degree. In Chief, C. F. HOLLIDAY, Secretary.

C. E. KEEGEL & WHITSETT,

Funeral Directors and Embalmers,
No. 77 North Delaware street.
Telephone connection to office and residences.
Carriages for Weddings and Parties.



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GERMAN
Sweet Chocolate.

The most popular sweet Chocolate in the market. It is nutritious and palatable; a particular favorite with children, and a most excellent article for family use.

The genuine is stamped S. German, Dorchester, Mass. Beware of imitations.

Sold by Grocers everywhere.
W. BAKER & CO., Dorchester, Mass.



CARTER'S
LITTLE LIVER PILLS.

CURE
SICK
HEAD
ACHE

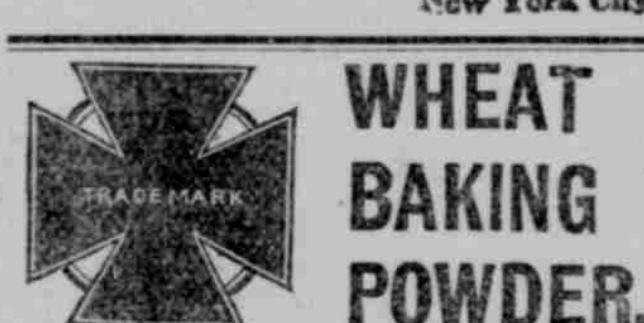
Headache, yet Carter's Little Liver Pills are equally valuable in constipation, curing and preventing this annoying complaint while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all said

is the base of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not grip or purge, but by their gentle action please all who use them. In vials at 25 cents; give for \$1. Sold by druggists everywhere, or sent by mail.

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WHEAT
BAKING
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PURE AND WHOLESOME.
It contains no injurious ingredients. It leaves no deleterious substances in the bread as all pure grade Wheat of Tazlar and Alma powders do.

It restores to the flour the highly important constituents rejected in the bran of the wheat. It makes a better and lighter bread than any other baking powder.

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"SAFE --- BRILLIANT!"

PERFECTION

Head-Light Oil.

"Inodoros."

For ten days our open, advertised price was 10 cents per ton lower than any and all other dealers in Brazil Block. Now, save money still by ordering

BROOKSIDE COAL!

In flame and strength akin to Pittsburg, free from soot and clinkers. No other dealer has it. Brazil Block is higher this morning and a wider door is opened for the introduction of Brookside. See any point in that? Try Brookside, Brookside, Brookside, \$2.55 per ton.

SCHEDULE:

SELEWILLE LUMP COAL, Per Ton.....\$2.00
SELEWILLE LUMP COAL, Per Ton.....2.50
BEAZLEY BLOCK, 14 in. wide, per ton.....3.00
as. For prices on all kinds of Coal Call at office.

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TELEPHONE 1014.

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Overstock sent to a Branch House.

Look at the following prices

Velvet Carpets from 90

5-Frame Body Brussels from 77c

Roxbury Tapestry from 60c

Extra Super Ingrain 50c

ALL SALES CASH.

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WANTED

LOST—Any article of value, not exceeding three lines, inserted two times FREE. Under the head "Situation Wanted," four lines or less, inserted FREE.

WANTED—By a boy, a place in an office. Address JOHN STERN, 250 East Morris street.

WANTED—Situation by a middle-aged lady as copyist. Address WIDOW, 21 South Noble street.

WANTED—Situation as housekeeper or washing to do away from home. Call or address 12 South Sheddwick street.

WANTED—Work of any kind, by an active, industrious, experienced and competent man. D. FIEBACH, care Kington & Co.

WANTED—Situation on a farm, by an experienced man and wife. For further particulars address W. S. S. Clinton office.

WANTED—Grape vines to prune; vineyards, fruit trees or shade trees to trim. Address or apply to CHARLES EDWARDS, 220 West Washington street.

WANTED—Situation in an office as phonograph, and to do other office work. Address MORRISON, 150 East Market street.

WANTED—Situation either in dry goods or grocery store by a young man, aged twenty-two, with one year experience; can give references. Apply at "Fast Rock," Shelby County, Ind., Box 65.

ANNOUNCEMENTS.

ELECTION NOTICE—The stockholders of the Electric Lighting, Gas, Heating and Illuminating Company are hereby notified that the annual election of three directors of said company will be held at the office of the Secretary on Saturday, March 7, 1885, from 1 to 2 o'clock.

HENRY DECKER, Secretary.

Indianapolis, March 2, 1885.

THOSE going to Hot Springs for the treatment of syphilis, gleet, scrofula, and all cutaneous or blood diseases, can be cured for one third the cost of such a trip at the old reliable